

Ship Chased by U Boat 200 Miles Off Sandy Hook

"If It Happens In New York
It's In The Evening World"

The

Evening

World.

WEATHER—Fair to-night; fair and warmer to-morrow.

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ITALIANS GAIN ALL ALONG PIAVE; MOBS IN VIENNA RIOT FOR FOOD

M'ADOO'S ORDER SHELVES GREAT STATE BARGE CANAL AS RAILROAD COMPETITOR

Making Rail and Waterway
Freight Rates Equal Affects
Living Costs.

BLOW AT NEW YORK.

Will Drive Trade to Other
Ports—New York Discrimi-
nated Against.

By Sophie Irene Loeb.

SOARING cost of food, shortage of coal, high cost of freight, the congested railroad facilities—which is turning away millions of dollars and business from the port of New York—one of the greatest in the world—The Evening World to investigate the facilities at hand.

This is what I found:
The New York State Barge Canal was built at a cost of \$15,000,000.

The length of the State's waterway system of barge canal is 720 miles. Twelve million dollars has been appropriated for its annual maintenance.

Ten million tons of freight could be carried through this vast waterway during a season.

Less than 200,000 tons now pass through the canal.

Of the population of the whole State 74 per cent. is within two miles of the waterway system; 77 per cent. within five miles; 82 per cent. within ten miles and 87 per cent. within twenty miles.

Forty-six per cent. of the area of the whole State lies within two miles of this barge canal system.

Forty-six per cent. of the New York practically are the that could be utilized for handling freight from the barge canal with proper terminals.

Authoritative statements are to the effect that this waterway system is second only to that of Great Britain and China.

Now that Mr. McAdoo has taken over the railroads for the Government it has been expected that a new era was dawning for New York, and that relief from high prices and freight congestion would come.

Instead of this the same rates are being charged through the waterway as by railroad and quite naturally everybody chooses the railroad. Even passenger rates on the Albany day and night lines have been increased to keep pace with the railroad charges.

The New York State Barge Canal system was designed to offer another channel, a competitive channel of business traffic, in order to reduce freight charges and relieve congestion on railroads.

It was expected to develop the port of New York as no other port in the world has ever been developed.

Instead of this a startling statement in this connection comes from the Shipping Board relating to the location of a shipbuilding plant in New York City.

W. U. NIGHT LETTERS ARE SENT BY TRAIN, NOT BY TELEGRAPH.

1,000 Messages Seized Here on
Charge of Violation of
Postal Laws.

Post Office authorities to-day seized more than 1,000 night letters brought from various cities by Western Union messengers while the telegraph company charged for them at telegraph rates. The messengers were subpoenaed to appear before the Federal Grand Jury this afternoon and the Government will make a thorough investigation of this practice, which is a violation of the postal regulations.

Night letters were seized both in New York and Boston. Post Office Inspector Charles H. Saffell of the Washington office made the seizures here, assisted by Howard B. Mayhew of the New York office. The seizures were made as a result of several months' observations by Federal authorities.

Inspector Saffell detained Abraham Greenburg, a messenger in the Washington office of the Western Union, on his arrival in New York this morning. Greenburg was carrying a lawyer's brief case which contained 475 night letters from Washington, Baltimore and Philadelphia, which were to have been delivered here to-day. It was his practice, according to the authorities, to start in Washington nightly with messages and take on more from messengers who met the train at Baltimore and Philadelphia. Regular postal routes were used by the messenger, and on this point the Government will base its charges of violation of the postal statutes.

At the same time a messenger from Boston was seized with 172 messages, and another messenger was detained in Boston with 405 night letters from other cities. All the night letters were presented for transmission by wire and were charged for at the telegraph rates. Inspector Saffell declared to-day that the Western Union has been carrying on a large business of this sort all over the country, wherever train travel between large cities made it possible.

The Grand Jury investigation will

(Continued on Fifteenth Page.)

MORE AMERICAN FLYERS GOING TO ITALIAN FRONT

Congressman La Guardia With the
First Contingent, Which
Started To-day.

ROME, Tuesday, June 19.—Other contingents of American aviators trained in Italy will shortly follow to the Italian front the first Escadrille, which left to-day for active duty.

This contingent was accompanied by Capt. La Guardia, the American Congressman who has been in Italy for some time.

(Continued on Sixth Page.)

GERMAN U BOAT IS ACTIVE 200 MILES FROM SANDY HOOK, REPORTS PURSUED STEAMER

Vessel, With Fifty-Seven Pas-
sengers, Zigzagged Out of
Its Path Yesterday.

S O S CALLS FRIGHTEN.
Raider, Seen Off South Caro-
lina Coast Saturday, Scared
Off by Wireless.

AN ATLANTIC PORT, June 20.—An American steamer, arriving here to-day from a Central American port, reported that at 4 o'clock yesterday afternoon, 180 to 200 miles south of Sandy Hook, she sighted a submarine and was pursued by the U boat.

The Captain said the U boat was first sighted two points off the starboard bow. It was rising, only the periscope and conning tower at first visible. At the same moment it seemed that the U boat sighted the ship and its guns, for it at once submerged.

The gun crew was summoned and all the passengers, fifty-seven of them, including women and children, were called to the decks. The ship turned about in its course, then turned back and zigzagged. Nothing more was seen of the U boat for about an hour, when it was sighted about three miles astern. It followed the ship until dark. Then the ship made all speed for port and saw no more of the enemy.

The officers reported that there was no panic among the passengers, although most of them were nervous. In the evening they were told that there had been no U boat, but that the alarm had been given only for testing.

A GULF PORT, June 20.—A coastwise passenger steamship which arrived here late yesterday reported encountering a German submarine late Saturday off the coast of South Carolina. The steamer escaped because of superior speed and her wireless calls for help, which apparently led the submarine to give up the chase.

Officers of the steamer sighted the submarine as it came to the surface less than a mile away. The raider started for the ship, at the same time diving. The steamer began a zig-zag course and when the submarine came to the surface again it was nearer, but as the steamer forged ahead and began working her wireless, the submarine dropped astern and was not seen again.

GERMANS TO EXECUTE 16 BELGIAN MEN AND WOMEN

One Rumor Is That Condemned
Flemish Prisoners Have Al-
ready Been Killed.

AMSTERDAM, June 20.—Sixteen persons, including some women, have been condemned to death by Germans, following their arrest in East Flanders, Belgium, on a suspicion of being guilty of espionage, according to the frontier correspondent of the Telegraph.

It was rumored yesterday that the executions had already been carried out. More than fifty people had been placed under arrest.

Newark Man Presumed Dead With
Canadians.

OTTAWA, Ont., June 20.—T. E. Chrysler, Newark, N. J., and P. T. Gilmore, Dayton, O., are mentioned in today's casualty list as "presumed to have died."

JEREMIAH O'LEARY CLEARS BROTHER OF AIDING FLIGHT

Agitator on Stand Declares
John Had No Knowledge of
His Plan to Flee West.

Jeremiah O'Leary left his cell in the Tombs Prison to-day to testify in the Federal Court for his brother, John J. O'Leary, in the trial of the latter for conspiring to obstruct justice in aiding Jeremiah's escape. He told a direct, detailed story of his departure from New York on May 7, and insisted, in answer to questioning by Col. Thomas R. Felder, John O'Leary's counsel, that his brother John had taken no part in his (Jeremiah's) flight to the State of Washington, nor had he any knowledge of it.

It became known this morning that John O'Leary has deeded all his property to his wife, Mary P. O'Leary. Late yesterday afternoon he appeared in the office of County Register Webster in Brooklyn and filed three deeds of transfer to Mary P. O'Leary. The property conveyed included a parcel at Avenue I and East 15th Street subject to a mortgage of \$4,750, another at East Eighth Street near Avenue E and one at East 19th Street near Avenue Q.

That a divorce case really did exist in Reno and that he fully intended to go there to settle it before returning to New York for his trial, was another important point in Jeremiah's testimony. He told of an earlier visit to Reno in January on the same case.

In one of the conferences between William Daly, an attorney associated with Jeremiah O'Leary, and counsel for Luther S. Bedford, who was also indicted in connection with the Bull case, the witness said he learned that Daly had been retained to defend Carl Rodiger, the accused German spy and "paymaster." He said he urged Daly not to take the case because he didn't want to be connected in any way with any German suspect.

"I always felt the Department of Justice was trying to get me and would connect me up with some one if it possibly could," O'Leary said.

The witness asserted he had tried to have his case separated from that of Bedford because he believed Bedford insane. From Bedford's actions and speech, both before and after the indictments were returned, the witness said he believed his mind was unbalanced. He was afraid that if Bedford and he were tried together Bedford might say something that would hurt their case.

Col. Felder laid the foundation for

(Continued on Fourth Page.)

ITALIANS RECAPTURE CAPO SILE; SPLIT AN AUSTRIAN FORCE IN TWO

BREAD RIOTERS IN VIENNA STONE THE HOFBURG PALACE AND RESIDENCE OF PREMIER

Cavalry Called to Put Down
Mobs Aroused by Cut in
Bread Ration.

LONDON, June 20.—Serious rioting broke out in Vienna yesterday, says an Exchange telegraph despatch from Amsterdam. The mob broke into a number of bakeries, stoned the residence of the Premier, and also one of the wings of the Hofburg Palace, the message adds.

Cavalry is being rushed to the capital to restore order. It is probable, it is stated, that martial law will be proclaimed.

The rioting was in protest against the reduction of the bread ration.

ZURICH, June 20.—What is practically a general strike over the reduction of the bread ration is said to be formulating in Vienna and Neustadt. The trouble is spreading to the provinces. There is considerable bread shortage in northern Bohemia and Tyrol. Graz is said to have been without flour for the last fortnight.

AMSTERDAM, June 20.—Vienna despatches to German newspapers say that the reduction of the bread ration in Austria-Hungary caused immense excitement throughout the Dual Monarchy. All Austrian newspapers without distinction of party protest against the measure, demand its removal and ask immediate help from Germany and Hungary.

The grain supplies have completely run out and the people are now dependent on the grain which Germany has allotted to Austria from the Ukrainian supplies.

But this source is not proving as plentiful as was hoped, and as a result in many places children go to school hungry and workmen complain of lack of food.

For at least six weeks, says the Vienna Neue Freie Presse, the people of Austria will have to exist on little more than salads and certain vegetables.

A Vienna despatch published in yesterday's Berlin Zeitung Am Mittag gives an official statement of the Vienna City Council on the food situation in that city. The statement reads:

"Germany promised some weeks ago in a State treaty to undertake responsibility for the meal supply for both the civilian population and the army, whether the supplies were drawn from Ukraine, Rumania, or Germany's own reserve stock. Deliveries at first proceeded smoothly. For the past eight days, however, Germany has been in arrears of her quota."

The statement continues that urgent appeals have been sent to the German officials, saying that the situation is acute, particularly in municipal centers.

CHILD KILLED BY AUTO.

An automobile owned and driven, according to the police, by Charles Bonen, No. 40 East 13th Street, while passing through East 13th Street this afternoon, knocked down five-year-old Joseph Zingali.

Bonen rushed with the child in his arms to Bellevue Hospital but when he got there Dr. Knoff told him the child was dead. Bonen was locked up on a charge of homicide.

ITALIANS RECAPTURE CAPO SILE; SPLIT AN AUSTRIAN FORCE IN TWO

Further Gains in Montello Region
Reported—Austrians Defeated in
Recapture of Capo Sile, Town
Nearest Venice, Probably Those
Who Were Cut Off by Floods.

LONDON, June 20.—News reached London this afternoon that the Italians have regained Capo Sile, the town nearest Venice on the lagoon to the west of the Piave River near its mouth, which was captured by the Austro-Hungarians.

It is also reported that the Italians have regained all the territory between Zenson and the Fossalta Canal. The Austro-Hungarians, it is declared, have been confined to the ground between the Fossalta Canal and the Sile Canal, on the west bank of the Piave River.

By counter-attacking, the Italians have gained further ground on the Montello, in the northern sector of the river front, and have also made headway southeast of this ridge, says the Evening Standard to-day.

The Austrians here had been occupying a narrow strip along the river bank. The Italians drove in the Austrian line and established themselves on the bank of the Piave below Salletto (about eighteen miles from the Adriatic). Through the reaching of the river here the positions occupied by the Austrians have been divided.

A despatch to the Associated Press from the Italian Headquarters says the bridges destroyed by flood had been thrown across the Piave at Intestadua and at San Donna di Piave, both near the lagoons at the mouth of the river. Capo Sile is several miles south of San Donna. The correspondent, writing yesterday, said the Austrians fighting south of the Piave continued to implore for help, asserting that two of their divisions had been greatly reduced by losses. It is probable that these are the forces that had been holding Capo Sile.

FLOODS IN THE PIAVE VALLEY CUT OFF AUSTRIAN FORCES

Twelve of the Fourteen Bridges They Threw
Across River Destroyed—No Escape
If Rains Keep Up.

WITH THE ITALIAN ARMIES IN THE FIELD, June 19 (United Press).—Heavy rains in the mountain regions have changed the Piave from a sluggish stream to a rushing flood, destroying bridges and cutting off in some places the Austrian forces on this side of the river from their source of supplies and reinforcements.

British airmen report that twelve of the fourteen bridges flung across the Piave by the enemy have been carried away. Trapped on the west bank, Austrian detachments are subjected to almost constant fire of the Italian artillery and bombs dropped by Allied airmen, with no avenue of escape.

The Austrians have an advantage in defensive positions and are yet too well supplied with ammunition to warrant a frontal assault. There is every possibility that exhaustion of their ammunition and food supplies, together with the pounding they are undergoing, will eventually force them to lay down their arms or sacrifice themselves in desperate assaults on the Italian lines.

Efforts to restore the pontoons so far have been frustrated by the swollen current and the accuracy of the Italian artillery.

ENEMY'S LOSSES PLACED AT 150,000.

The enemy's losses on all parts of the front in the first three days of the offensive are now estimated at 150,000.

The heaviest fighting is still around the bridgehead the Austrians have established on the lower Piave, from where they are trying to push westward toward Venice. The enemy now holds the west bank of the river from Meserada to Fossalta and San Donna di Piave, a front of eighteen kilometers (about twelve miles).

The situation to-day is more favorable than any day since the drive

RACING
RESULTS, Page 2
ENTRIES, Page 15